

Rezoning Transportation Analysis

Petition Number: 2019-136

General Location Identifier: 06122233

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Revision Log:	Date	Description
	10-16-2019	First Review

General Review Information

The site fronts on Mulberry Church Road (minor thoroughfare, city maintained) and Sloan Drive (local, city maintained) and is in a corridor outside Route 4.

Active Projects Near the Site:

- Tuckaseegee Rd. (Little Rock Rd. to Westerwood Dr.)
 - Future sidewalk improvements

CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

Site access will be provided from both Mulberry Church Rd. and Sloan Dr. The site is located on an existing CATS local bus route which existing near-by bus stops, north and south of the site. The site is located approximately 4,000 feet north of CATS proposed Silverline alignment.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Parking Lot Pool - accessory to hotel	NA	0	RZ 1995-087
Proposed Zoning	Hotel	80 rooms	480	Site Plan: 09-03-19

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Outstanding Issues

Strikeout = Not an outstanding issue

1. **Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.
 - a. **Mulberry Church Rd.:** Location of curb and gutter needs to be located 19.0' as measured from the street's existing centerline. This dimension will accommodate 3-11' travel lanes on Mulberry Rd.
 - b. **Sloan Dr.:** Location of curb and gutter needs to be located 17'5" as measured from the street's existing centerline.

The petitioner should revise the site plan and conditional note(s) to commit and show the above curb and gutter locations and dimensioned from the centerline for each road.

2. ~~**Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If the during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.~~
3. The petitioner should revise the site plan and conditional note(s) to commit to dedicate 35' right-of-way from Mulberry Rd.'s existing centerline. The site plan should label and dimension the right-of-way from the road centerline.
4. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 12' MUP along the site's Mulberry Rd. frontage to comply with Chapter 19 Ordinance requirements and Charlotte Bikes Plan. The site plan should label and dimension both items from the back of curb and gutter, including the road's existing centerline. The portion of the proposed 10' MUP outside the R/W, can be in a SUE.
5. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6' sidewalk along the site's Sloan Dr. frontage to comply with Chapter 19 Ordinance requirements. The site plan should label and dimension both items from the back of curb and gutter, including the road's existing centerline.
6. ~~The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2' behind back of sidewalk where feasible.~~
7. The petitioner should revise the site plan to add a note specifying all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.

Commented [KLA1]: Unless urban district site plan does not allow

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.

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3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation on NCDOT maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.